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SOUTH TRUNK SEWER
JULY - DEC 1985

WGK 4084455

MONSANTO

FROM: G. A. Grundmann (4-6112) Corporate Engineering - CS6G

DATE: December 13, 1985

CC: L. V. Bumbicka - 1740*

SUBJ: Project Progress Meeting

H. A. Coco - JSA

J. Colling - 1740

R. J. Geile - CS6G

REF: CIA 3808 - Main South Trunk
Sewer

P. R. Hoemann - 1740

L. C. Kreh - F2ED

B. W. Steketeer - 1740

R. L. Wiese - CS6G

TO: J. J. Beckerle - JSA

W. Bodine - JSA

W. C. Koester - JSA*

K. W. Lichtenheld - CS6G*

C. J. Lotz - JSA*

R. L. Nelson - 1740*

K. W. Petterson - 1740*

R. Schlereth - Fleischer Seeger**

R. B. Knoll - Fleischer Seeger

*Present At Meeting

**Present Part Time

Following are minutes of the meeting held at the CED construction trailers on 12/19/85 at 9:30 a.m.

1. Construction Progress

- a. The pile driving to 3-BB is complete.
- b. Manhole 3-AA forms have been stripped.
- c. The 42" VCP base has been poured all the way to 3-AA and eastward through the tunnel.
- d. All the 42" VCP is in the trench from 2-DD to 3-AA and joints are being made.
- e. The cracks are being repaired in the walls on manholes 1-EE and 2-AA.
- f. Manhole 2-BB is full of water. It is hard to maintain the level due to apparent leakage past the plywood closure pieces covering the pipe openings in the walls. The bottom pad is being cleaned off to insure there is no leakage.
- g. Installation of lateral L-44 is in progress to manhole 1-DD.

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- h. The encasement on the existing pipe inside 1-DD has been removed.
- i. The rebar has been placed in the trench from 2-CC to 2-DD prior to the concrete encasement pour expected next week.
- j. Kelly should have track #7 replaced today. Track #3 can then be removed at dept. 245.
- k. The 8" line into 1-JJ from 1-D-1 is complete.

2. Internal Manhole Work

- a. The 1st coat of the asphaltic membrane is being applied to manhole 2-EE.
- b. The south lateral opening to existing manhole 1-D-1 was plugged. Unfortunately, water is still coming in the corner of the manhole. Petterson to patch this area so that the manhole can be dried up. This should allow brickwork to begin the week of 12/23.
- c. Wall work and the lateral L-44 will be complete in manhole 1-DD the week of 12/23. Crack repair work is in progress in manhole 1-EE, and both manholes should be ready for membrane work late the week of 12/23.
- d. Work cannot be done on 1-JJ until 1-D-1 is repaired.

3. T-3 Jumper

The jumper is approximately 80% complete. It should be possible to core drill manhole 4-C the week of 12/23. The inside brick repair work must be planned to be done during the MCB shutdown.

4. Dept. 245

The current plan here is to dig the trench under the portable bridge and install the bridge without blocking access to the north for dept. 245. After the bridge is installed, the rest of the trench can be excavated between 3-AA and 3-BB. Petterson to work closely with Colling.

5. Miscellaneous

- a. Two used pumps are being shipped to the Krummrich Plant from Pensacola. They will be used to pump overflow water during rainstorms when the T-3 jumper is in use. A search for a proper used motor is also in progress. On-off control and a power supply need to be determined. Petterson and Nelson to look for power sources.

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- b. The idea was proposed that the main line manholes could be completed and the line turned in prior to completion of some of the lateral manholes. This could avoid some delays since the turn in at 3-BB is critical to work on the remainder of the project, and manholes are now the critical path item.
 - c. Lichtenholz reviewed the potential sheet piling requirements down "D" street. The cooling tower appears to be far enough away from manhole 3-BB and the 42" VCP south so as not to require sheet piling. It looks like sheet piling should begin just to the north of the sulphur pit and extend down south past the xylene tanks - a distance of approximately 75'. This arrangement would protect the reactor structure, which in reality is a good distance from the future trench.
- Alberici furnished a rough estimate for sheet piling from manhole 3-BB to manhole 3-CC. Nelson to get drawings on the sulphur pit.
- d. A rough cost estimate indicates that it is not economically feasible to dismantle existing manhole 4-A and build 3-EE in its place. This would add approximately 40' of 42" VCP in addition to dismantling charges.

The next progress meeting will be held on Thursday, January 2 at 9:30 A.M. at the construction trailers. All Monsanto personnel are to meet prior to this meeting at 9:00 A.M.


G. A. Grundmann

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